



## dedicated to safe travel: *satellite weather service installed in 24 additional rest areas in 2003*

INDOT maintains 36 rest areas at various locations on I-65, I-70, I-74, I-69, I-64 and U.S. 20. The agency also has nine toll plazas along Indiana's Toll Road.

Recognizing that weather can change instantly and informed drivers are safer drivers, INDOT began installing satellite weather service in its rest areas as a pilot program a couple of years ago. Because of the success of the pilot program, satellites were installed in 24 additional rest areas in 2003. These weather reports allow visitors to check up-to-the-minute driving conditions on their trips at almost every rest stop in Indiana.

The toll plazas provide places to stop along the Toll Road to eat or buy gasoline. Popular restaurant choices, convenience stores, snack kiosks and gift shops, modern restrooms, telephones, ATMs, vending and lottery are available at each location. Fuel stations offer quality fuels, motor oils and fluids, air and accessories 24 hours a day.

## bicycle and pedestrian facilities

In response to interest from residents, many communities have developed bicycle and pedestrian facilities. INDOT is now incorporating sidewalks and separated bicycle/pedestrian paths in many of its construction projects to accommodate pedestrians and bicyclists.

In addition to these facilities, INDOT is supporting bicycle route designations in many rural areas of the state with widened paved shoulders.

Tunnels installed at high traffic locations to accommodate trails provide grade-separated access for pedestrians and bicyclists in Columbus, Evansville, Schererville, Merrillville, Carmel, Portage and Indianapolis. When new highway bridges were built across the Wabash River in Lafayette and across the White River in Indianapolis, the old bridges were converted to pedestrian bridges.

Rail-trails, where portions of abandoned railroad corridors are acquired and transformed into public trails, are extremely popular. A number of these rail-trails are now open in Indiana.

The Cardinal Greenway, part of the 6,000-mile American Discovery Trail, will extend about 60 miles through east-central Indiana to connect Richmond, Muncie and Marion. About 30 miles of the Greenway are currently open.

The Erie Lackawanna, Oak Savannah and Prairie Duneland trails are just a few of the successful trails that make northwest Indiana the state's leader in rail-trail conversions.

The B&O Trail will extend 55 miles west from Marion County to Parke County, an area well-known for its covered bridges.

Nationwide, there are 12,648 miles of rail-trail. Indiana currently has 145 miles open for use as of March 2004. Rail-trail projects frequently receive Transportation Enhancement funds.

Commissioner Nicol has made the support of bicycling a priority in his tenure at INDOT. He regularly supports the inclusion of bicycle and pedestrian facilities in INDOT projects, and participates in Bike to Work Week each May.

In October 2003, Nicol was named the Indiana Bicycle Coalition's first "Visionary Partner". This award recognizes the dedication and leadership of individuals and organizations who share their vision of a bicycle-friendly Indiana.





## transportation enhancement funds

Transportation enhancements (TE) are projects and activities designed to strengthen the cultural, aesthetic and environmental features of the nation's intermodal transportation system. The transportation enhancements program funds a variety of non-traditional projects, with examples ranging from the restoration of historic transportation facilities, to bike and pedestrian facilities, to landscaping and scenic beautification and the mitigation of water pollution from highway runoff.

In 2003, the Transportation Enhancement Committee, which is made up of representatives from the Department of Natural Resources, Department of Commerce, a Metropolitan Planning Organization, an INDOT district, Indiana Association of Cities and Towns, Indiana Association of Counties and INDOT, reviewed 137 applications. Of those, 39 were awarded for a total of \$20.1 million. These projects were distributed in 29 counties across Indiana.

TEA-21 expanded the definition of transportation enhancements from 10 to 12 activities. The list of qualifying TE activities provided in 23 U.S.C. 101(a)(35) of TEA-21 is intended to be exclusive, not illustrative. That is, only those listed therein are eligible TE activities. They are:

- Provision of facilities for pedestrians and bicycles
- Provision of safety and educational activities for pedestrians and bicyclists
- Acquisition of scenic easements and scenic or historic sites

- Scenic or historic highway programs (including the provision of tourist and welcome center facilities)
- Landscaping and other scenic beautification
- Historic preservation
- Establishment of transportation museums
- Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals)
- Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails)
- Control and removal of outdoor advertising
- Archaeological planning and research
- Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity

## scenic byways

For motorists traveling through Indiana who want to experience some of the state's unique resources, Indiana has two nationally designated byways: The Ohio River Scenic Byway and the Historic National Road.

The Indiana Byways Program recognizes roadways that are notable examples of our nation's beauty, history, culture and recreational experience.

The Historic National Road is a 156-mile corridor across central Indiana. The Indiana National Road was designated as a state scenic byway in 1996, and received its official designation as a National Scenic Byway in 1998.

In 2002, the six-state Historic National Road was designated an "All American Road". Only 20 routes in the nation can claim that honor.

In 2001, Indiana's Interpretive Master Plan for the Historic National Road was completed. A marketing plan for the byway is nearly complete.

The Ohio River Scenic Byway in southern Indiana is a 302-mile route that roughly parallels the Ohio River.

In 1998, the Ohio and Illinois portions joined the Indiana section to form a three-state, 967-mile National Scenic Byway. An interpretive plan for the Ohio River Scenic Byway was finished in 2002 to help protect the cultural, historic and natural resources while enabling travelers to sample the culture, diversity and natural beauty of the corridor.

Indiana, Illinois and Ohio are currently developing a brochure and Web site to market the byway to travelers.